

STOCKS, BONDS, GRAIN, COTTON

MARKET SHOWING INDECISIVE TONE

Attempt to Advance Price of Stocks Met With Poor Response.

FEAR CROP DAMAGE REPORTS

Violent Uptick in Wheat Too Much for the Equanimity of Traders.

NEW YORK, May 6.—The indecisive tone of the speculative sentiment in the stock market was reflected to-day in the irregular fluctuations of prices. An attempt of some energy was made to advance prices, but it met with such poor response that it was abandoned, and the reaction showed some additional force from the fact of the preceding advance. Evidently the reports of poor crop conditions weigh on the market and leave small inducement to enter upon large commitments until actual conditions of the wheat crop are more clearly understood. The likelihood of exaggeration in statements made for speculative effect on the grain markets was pointed out, and confidence professed that the monthly government report next Friday would prove a much less discouraging document than current market reports indicate. The effect of these statements was helped by the initial decline in the price of wheat when trading began in that commodity, but the violent upturn in wheat proved too much for the equanimity of stock traders, and they reversed their earlier position.

The Saturday bank statement came in for some unfavorable discussion, owing to the rapid rate of loan expansion which has been going on for several weeks past. Lenders of money, while offering declining rates for short term loans, show their feeling of doubt over the foreign money markets by their desire to make loans for periods carrying over that season. Reports of excited buying of iron helped to hold the United States Steel stocks, which were generally firm. Last prices were near the lowest of the day.

Bonds were irregular. Total sales, par value, \$1,474,000. Total sales of stocks to-day were 575,900 shares.

NEW YORK, May 6.—Money on call steady; 2 1/2@3 per cent.; ruling rate, 2 3/4; closing bid, 2 1/2; offered at 35. Time loans easy; sixty days, 3 1/2@6 1/2 per cent., and ninety days, 3 3/4@6 1/2 per cent.; six months, 4 1/2 per cent. Prime mercantile paper, 5 1/2@6 per cent. Sterling exchange firm with actual business in bankers' bills at \$4,865@4\$4,865 for demand, and at \$4,836@4\$4,836 for sixty day bills. Post office rates, 4@4\$4@4\$7. Commercial bills, \$4,83 1/4@4\$3 3/8. Bar silver, 65 1/4. Mexican dollars, 50 1/4. Government bonds easy. Railroad bonds irregular.

RICHMOND STOCK MARKET.

Richmond, Va., May 6, 1907. SALES AT BOARD:

Virginia 28--200 at 100; 1,000 at 95@100.

STATE SECURITIES. Bid Asked:

North Carolina 4@ C. 1919--101.

Va. 38, Old G. and H. 1922--93@93.

Va. Centuries, 2-3, C. and H. 93@94.

RAILROAD BONDS.

A. C. L. R. R. Con. Tr. 4@ C. 1919--95.

A. C. L. R. R. Cons. of Ind. 4@ C. 84.

Ches. and Ohio 4@ C. 1919--107.

Ga. Can. and North 4@ C. 1919--108.

Georgia Pacific 1st 6@ C. 1919--107.

Georgia, So. and Fla. 1915--100.

Ind. Can. 5@ C. 1919--106.

Nor. and West. 4@ C. 1919--98.

Nor. and West. 4@ C. 1914--88.

Rich. and Dan. Gold 4@ C. 1915--102.

Rich. and Meek. 1st 4@ C. 1918--100.

Florida and Southern 4@ C. 1915--91@92.

W. & W. 4@ C. 1st 6@ C. 1914--109.

Seaboard Air Line 4@ C. 1915--74@75.

RAILROAD STOCKS.

Atlantic Coast Line 100@100.

Atlantic Coast Line com. 100@100.

Ches. and Ohio 100@100.

Nor. and West. com. 100@100.

BALTIMORE STOCK MARKET.

BALTIMORE, MD., May 6.—Seaboard Air Line, common and preferred—Nothing doing.

COTTON MARKETS.

NEW YORK, May 6.—The cotton market was active and generally firm during today's session with prices making a new high record for the movement on bull support and weak buying. Prices were estimated at 250,000 bales, and the market was steady at a net advance of 14@26 points. The opening was firm at an advance of 19@17 points in response to higher cables and wire weather. The private cables Liverpool was influential in the covering of continental interests of cotton destroyed in the Bremen fire, and the market there also said to be helped by reports of a bad frost in Lancashire which had been avoided by the fact that the injunction proceeding against the market had been withdrawn and the matter was to be taken before a referee, also added to the general interest in the market, and with new crop news of a generally favorable average price here rapidly advanced, reaching a point after the publication of the weather bulletins calling for unsettled and cold weather. There was some irregularity in the late sessions as a result of realizing that prices did not reflect more than 14@16 points from the best, and closed within a point or so of the top. Southern spot market was firm and steady unchanged to higher. Very bullish early reports are being received from the central market, and the much rain is complained of, and Little Rock reports four inches this morning.

Receipts at the ports to-day were 1,000

OFFICIAL RANGE AND SALE OF STOCKS IN NEW YORK.

By Thomas Branch & Co., Bankers and Brokers,

SALES:		Open.	High.	Low.	Closing.	Bid.	Asked.	SALES:	Open.	High.	Low.	Closing.
400 Atlantic Coast Line, com.	103@103	102@102	101@101	100@100	100@100	60	60	300 Natl. Kan. and Tex. pfd.	60	60	60	60@61
44,000 American Smelters, com.	103@103	102@102	101@101	100@100	100@100	100	100	1,000 Missouri Pacific	70@70	70@70	70@70	70@70
900 Amer. Car and Foundry, pfd.	88	88	87	86@86	86@86	85	85	3,500 National P. & T.	84@84	84@84	84@84	84@84
100 Amer. Car and Foundry, pfd.	90@90	90@90	89@89	88@88	88@88	87	87	1,100 New York Central.	110@110	110@110	110@110	110@110
200 American Cotton Oil, pfd.	30@30	30@30	29@29	28@28	28@28	28	28	200 Norfolk and Western.	78@78	78@78	78@78	78@78
500 American Tobacco, pfd.	93	93	92	92@92	92@92	91	91	300 N. Y., Ont. and Western.	83@83	83@83	83@83	83@83
1,000 American Tobacco, pfd.	55	55	54	53@53	53@53	53	53	1100 Northern Pacific.	130@130	130@130	130@130	130@130
200 American Tobacco, pfd.	60@60	60@60	59@59	58@58	58@58	58	58	1200 railroad.	124@124	124@124	124@124	124@124
100 Amer. Locomotive, com.	63@63	63@63	62@62	61@61	61@61	60	60	100 People's Gas (Chicago).	63@63	63@63	63@63	63@63
100 Amer. Locomotive, pfd.	109	109	108	107@107	107@107	106	106	400 Pressed Steel Car.	30@30	30@30	30@30	30@30
200 American Sugar, com.	125	125	124	123@123	123@123	123	123	600 Republic I. and S. com.	28@28	28@28	28@28	28@28
9,100 A. T. & S. S. com.	90@90	90@90	89@89	88@88	88@88	87	87	100 Republic I. and S. pfd.	85@85	85@85	85@85	85@85
2,100 Baltimore and Ohio.	99@99	99@99	98@98	97@97	97@97	96	96	100 Seaboard Air Line.	110@110	110@110	110@110	110@110
2,400 Brooklyn Rapid Transit.	61@61	61@61	60@60	59@59	59@59	59	59	200 Reading, 2d pfd.	84@84	84@84	84@84	84@84
3,400 Canadian Pacific.	177@177	177@177	176@176	175@175	175@175	175	175	600 Rock Island, com.	21@21	21@21	21@21	21@21
100 Cheapside and Ohio.	42	42	41@41	40@40	40@40	40	40	100 Reading, 2d pfd.	48@48	48@48	48@48	48@48
8,000 Colorado Fuel and Iron.	137@137	137@137	135@135	134@134	134@134	134	134	500 Shoshone pfd.	50@50	50@50	50@50	50@50
200 Colorado Fuel and Iron.	38	38	37@37	36@36	36@36	36	36	23,000 Southern Pacific.	80@80	80@80	80@80	80@80
500 Colorado South, com.	25@25	25@25	24@24	23@23	23@23	23	23	500 Southern Railway.	20@20	20@20	20@20	20@20
300 Colorado South, 1st pfd.	46@46	46@46	45@45	44@44	44@44	44	44	500 Southern Railway, pfd.	66@66	66@66	66@66	66@66
Clev., Chi., St. Louis and St. L.	133@133	133@133	132@132	131@131	131@131	131	131	500 Seaboard Air Line, 1st pfd.	62@62	62@62	62@62	62@62
1000 Delaw. and Hudson.	99@99	99@99	98@98	97@97	97@97	97	97	500 Seaboard Air Line, 2d pfd.	45@45	45@45	45@45	45@45
100 Del. Lack. and Western.	47@47	47@47	46@46	45@45	45@45	45	45	500 Seaboard Air Line, 3d pfd.	40@40	40@40	40@40	40@40
1,000 Erie, com.	24@24	24@24	23@23	22@22	22@22	22	22	500 Seaboard Air Line, 4d pfd.	37@37	37@37	37@37	37@37
Erie, 1st pfd.	56	56	55@55	54@54	54@54	54	54	500 Seaboard Air Line, 5d pfd.	32@32	32@32	32@32	32@32
Erie, 2d pfd.	100	100	99@99	98@98	98@98	98	98	500 Seaboard Air Line, 6d pfd.	27@27	27@27	27@27	27@27
800 Great Northern, pfd.	147@147	147@147	147@147	146@146	146@146	146	146	500 Seaboard Air Line, 7d pfd.	22@22	22@22	22@22	22@22
699 Great Northern Ore Cts.	62	62	62@62	61@61	61@61	61	61	500 Seaboard Air Line, 8d pfd.	18@18	18@18	18@18	18@18
Illinois Central.	133@133	133@133	132@132	131@131	131@131	131	131	500 Seaboard Air Line, 9d pfd.	14@14	14@14	14@14	14@14
Louisville and Nashville.	119@119	119@119	118@118	117@117	117@117	117	117	500 Seaboard Air Line, 10d pfd.	10@10	10@10	10@10	10@10
Metro. Street Railway.	110@110	110@110	109@109	108@108	108@108	108	108	500 Seaboard Air Line, 11d pfd.	9@9	9@9	9@9	9@9
Mexican Central.	212@212	212@212	211@211	210@210	210@210	210	210	500 Se				